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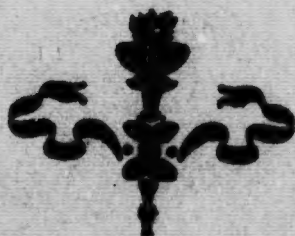
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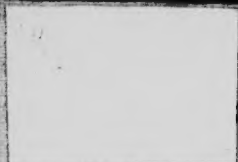
PREFERENTIAL DUTIES
A COUNCIL of the EMPIRE
The STATE of the NAVY



BY
LORD BRASSEY, G. C. B.

MONTREAL, CANADA,

1910.



*PREFERENTIAL DUTIES.
A COUNCIL OF THE EMPIRE.
THE STATE OF THE NAVY.*

ADDRESS

BY

LORD BRASSEY, G.C.B.

GUEST OF THE
MONTREAL HARBOUR COMMISSIONERS,

MOUNT ROYAL CLUB,

17th AUGUST.

1910

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TARIFFS and the NAVY formed the chief topics touched on by LORD BRASSEY to-day in a speech at the Mount Royal Club, on the occasion of a luncheon tendered him by Mr. G. W. Stephens, President of the Harbour Commissioners at Montreal.

Lord Brassey said :

"I have no words in which adequately to express my appreciation of the welcome which I am receiving to-day under the kindly auspices of the Harbour Commissioners of this noble port. Here in Montreal I feel no stranger. I am proud to see my father's name engraved on the entrance to your Victoria Bridge. I recall the congress of the Chambers of Commerce of the Empire held in this city in 1903, over which I had the honour to preside. The success of which was due to the warm welcome received from our Canadian friends. More especially I am bound to mention that grand old man, Lord Strathcona, who crossed the Atlantic to give us a welcome. He gave the wisest counsels in all our deliberations.

"To-day I do not come to Canada in a representative position. In a more private station I am glad to have the opportunity of expressing the admiration and the affection of the Old Country for the Canadian people. In the lusty vigor

of youth you might have gone for separation. You have no thought of it. You are loyal to the cause. You see the advantage of unity in one powerful state. You possess unrestricted powers of self government. You have power to negotiate treaties. You have the support of the United Empire.

“And now I am about to tread on difficult ground. I will be scrupulously fair. At our congress in Montreal preference and subsidies to steamships were leading topics. Let us review the progress of events in the interval which has elapsed. Preference has been advocated for many years by Mr. Chamberlain with all the force which belongs to his attractive and commanding personality, and still there is hesitation. The inference is that fiscal change may be viewed under many aspects. In the Old Country it attracts the landowner and those manufacturers and traders who find it hard to meet foreign competition. It has the support of an overwhelming majority in the City of London. The reversal of our fiscal policy alarms the cotton trade, the trades unions and the masses who are consumers of imported food. At the last election opinions were evenly divided in England, favorable to tariff reform in Ireland, against it in Wales and Scotland.

“Some things may be said concerning the fiscal question which are hardly controversial. If Germany has flourished under protection, Britain has flourished under free trade.

Our exports of manufactures per head of the population double those of Germany. The trade of this year is a record.

"Again we may say that in Canada manufacturers could not have been established and could not now be maintained without protection. The employment they give is necessary in all highly civilized countries. Many can work in urban industries who are physically unfit for the farm and the forest. Again we may say that for every part of an Empire on which the sun never sets the same tariff cannot be equally advantageous to all. The difficulties of framing a common tariff were keenly felt in Australia on the first constitution of the Commonwealth. It took a whole year, and many an all-night sitting to frame a tariff deemed to be in some degree fair to all the states of Australia. A yet greater difficulty must be experienced framing a tariff for the whole Empire.

"As regards future action, we see now dimly the probable future course of affairs. Sooner or later a change of Government will come in the Old Country. I do not advocate a change. I am a faithful supporter of Mr. Asquith. It must be accepted that no ministry can stand for ever. When the change comes Mr. Balfour will assemble around the table accredited delegates from all parts of the Empire. The doors will be closed and they will deliberate with that same commonsense which is the especial faculty of the British people. All that is possible will be done.

" It may be found that a reversal of our fiscal policy is neither possible nor desirable. Something may be done to gratify sentiment. I may cite as an example the lowering of duties of wines from Australia and the Cape.

" Pending a conference on tariffs let us lose no opportunity of helping one another by every possible means. Swift communication is a bond of Empire. If more liners are needed and higher subsidies are demanded, let the charge for subsidies be shared in with no grudging spirit by the Mother Land. Let us do all we can to help one another in difficulties. Let us freely consult on Imperial policy.

" Having already the essential bond of a resolve, a firm resolve, to stand together, come whatever may, it is doubtful wisdom to hurry forward organic change. It has been suggested that a Council of the Empire might be evolved out of the Privy Council. If constituted, who would be its members, what would be its duties, what its powers? The Council must be in a position analagous to that of the Committee on Foreign affairs of the Senate of the United States. It must also deal with defence. To take from the House of Commons, which has to make all the necessary financial provision, the control it at present exercises over foreign policy and defensive preparations, is a change of vast importance, and one to which consent cannot readily be given. Changes must evidently be the work of time—perhaps

the sequel to some plan of devolution in relation to local affairs. Meanwhile we are moving in the right direction. We have an Imperial conference at frequent intervals. Less formal consultations are always taking place. The Agents-General are more and more consulted by Premiers and Secretaries of State. They defer to colonial advice on colonial questions. It devolves especially on the Secretary of State for the Colonies to keep in touch with the representatives of the allied states beyond the seas. He conveys their views to the Cabinet. No Minister has been more in touch with these States than Lord Crewe. When he entered upon his present office he made it his duty to confer fully and personally with all the representatives of the Colonies. I have reason to know that these interviews produced a most favourable impression. We seem already to have created a Standing Council of the Empire.

"Turning to the Navy, I am on ground on which no difference of opinion can arise. As a former Secretary of the Admiralty and founder and first editor of the *Naval Annual*, I am happy to be able to give the assurance that as we stand to-day we are fully up to the two-power standard.

"The comparative tables in this *Naval Annual* for 1910, shew the relative strength in the several classes.

"In the number of ships building, and in appropriation to construction, we are below the two-power standard. We are pushing forward.

Amount voted for new construction, 1909:—

Great Britain, - . £10,256,194.

Germany, - - - £10,751,465.

United States, - - £10,000,000.

1910:—

Great Britain, - - £13,279,830.

Germany, - - - £11,921,195.

United States, - - £ 6,222,100.

“ If we look to the total naval expenditure it will be seen how large is the relative appropriation to construction in Germany as compared with Great Britain.

Total Naval expenditure, 1910:

Great Britain, - - £40,603,700.

Germany, - - - £21,247,588.

Let it not be assumed that expenditures under the British Admiralty are misapplied.

“ Efficiency in the Navy depends not alone on ships. In no other country is Naval training given on the scale to which it has been carried in the British Navy. No Navy compares with our own in the number of ships permanently in commission. No Navy compares with our own in the naval forces mobilized for manœuvres. Nor let us fail to take account of the latent Reserves for the reinforcement of the Navy which we possess in the states beyond the seas. They are reviewed in an interesting chapter in the *Naval Annual* for 1910.

"The share which the patriotism of British subjects has moved them to take in the recent reinforcement of the Navy is an immense addition to the Imperial strength. There will shortly be added to the Navy two Dreadnought cruisers. In Australia, and now in Canada, you are making a beginning in the establishment of a local naval force.

"The significance of the new Naval policy in the outer Empire can hardly be exaggerated. In a chapter contributed to the *Naval Annual* for 1910, on colonial resources, Commander Robinson truly says :

"On the horizon of the future, we may picture a fleet in which are representative ships from Australia, New Zealand, perhaps South Africa, as well as from the Old Country, a fleet partly Imperial and partly Dominion owned, but with one discipline, one organization, and one flag ; a fleet of eight or ten battle-ships with their auxiliaries, which would make periodical visits to the ports of each portion of the Empire represented in its composition. There is no reason why such a fleet might not come into being during the next four or five years if the Dominions were willing that it should."

"In reviewing our Naval strength, let us not omit the interest which the King is showing in the noble service in which he was reared, and to which he is warmly attached. It is an inspiration to the Navy.

"In conclusion, all we here are one in heart for Imperial Unity. Of all the bonds the strongest are those of racial sympathies—those social bonds which coming here to-day as your grateful guest I do most deeply feel. One flag covers us beneath its ample folds. Allegiance to one Throne unites us. Nowhere is loyalty more true than in your warm Canadian hearts."



APPENDIX

CLASSIFIED LIST

SHIPS OF

GREAT BRITAIN,

UNITED STATES AND GERMANY.

BATTLE SHIPS.

		Ships.	Tons.	Ships Projected.
Great Britain	-	30	658,850	4
United States	-	24	401,430	2
Germany	- -	28	459,200	..

OLDER BATTLE SHIPS.

		Ships.	Tons.
Great Britain	-	23	325,000
United States	-	9	100,007
Germany	- -	9	94,366

The British pre-Dreadnought ships are a powerful fighting force. All are armed with 12 inch guns. In secondary armament they are superior to some later types. The *Lord Nelson* and *Agamemnon* carry four 12 inch and ten 9.2 inch guns. The eight ships of the *King Edward* type carry four 12 inch, four 9.2 inch and ten 6 inch guns.

CRUISERS

First Class

			Ships	Tons
Great Britain	-	-	58	670,000
(Including two Dreadnought Cruisers for Australia and New Zealand.)				
United States	-	-	15	186,595
Germany	-	-	13	152,845

Second Class

			Ships	Tons
Great Britain	-	-	24	201,060
United States	-	-	3	20,620
Germany	-	-	6	34,245

Third Class

			Ships	Tons
Great Britain	-	-	34	109,485
United States	-	-	14	48,790
Germany	-	-	32	98,459

TORPEDO FLOTILLAS

		Great Britain	United States	Germany
Destroyers	-	186	40	116
Torpedo Boats	-	116	28	70
Submarine Boats	-	84	35	14

GERMAN NAVAL POLICY.

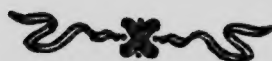
Germany is pushing forward Naval construction, and we must meet it. The burden is heavy, and many think that German Naval preparations are not called for. We know our own point of view. We do not perhaps sufficiently consider that of Germany.

The inferiority of the German Navy in past years was viewed with the deepest concern by patriotic statesmen.

The passage below is taken from the Memoirs of Prince Hohenlohe, lately published. Writing in 1847, the Prince gives the reasons why in that revolutionary period discontent in Germany was universal.

"There was one reason of which every thinking German was painfully aware. It was the impotence of Germany among other States. No one could deny that it was hard on a thinking energetic man to be unable to say abroad, "I am a German," not to be able to pride himself that the German flag was flying from his vessel, to have no German Consul in case of emergency, but to have to explain my Fatherland was once a great powerful country, now it is shattered into eight and thirty splinters, and when we study the map and see how the Baltic and the North Sea break upon our shores, and no German flag commands the customary salute, surely the hue of sham will mount into our cheeks."

When resources were available, it was certain that an effort would be made. A considerable Navy of the pre-Dreadnought types had been built and Germany was reassured. Suddenly it was proclaimed from the British Admiralty that every ship before the Dreadnought was obsolete. At a stroke the whole Navy of Germany was ruled out. It was necessary to begin again. It can hardly be said that the strength, as proposed in the Navy Law, is in excess of the requirements of a first class power.



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